SPECIFICATION AMENDMENT

1. Please replace paragraphs [0021] through [0023], pages 7-8 with the following amended paragraphs:

[0021] Figure 3 shows a possible embodiment of the switching flap according to the Figure 2. The switching flap 20 has a shaft 23 that is bent at right angles at a free end. The shaft 23 forms a close fit with an airfoil **[[30]]**. A sealing compound is molded around the airfoil **[[30]]** and embodied in such a way that it forms a sealing edge 37 on the edge side of the switching flap that comes to a stop in the closed position with a flange of the opening and the opening is then tightly closed. The sealing compound also forms a first and a second sealing cap 39, 40 that are arranged concentrically to the shaft 23 on the opposite axial ends of the switching flap 20.

[0022] According to Figure 4, a program for controlling the internal combustion engine is started in a step S1. A step S2 tests whether or not the speed N is less than a third threshold value N0. If this is the case, the position S of switching flaps 20 to 22 is moved to an open position OP in a step S3. In the open position OP, each of the switching flaps 20 to 22 open the openings to the neighboring intake pipes 5 to 8 in which case the effective intake pipe length is shortened to the length of the intake pipe between the specific opening, in which the switching flaps 20 to 22 are arranged through to the intakes 11 to 14 on the engine block. The third threshold value N0 is selected advantageously in a range of 900 to 1500 rpm, **[[i.e.]]** for example at 1000 rpm. Tests on engine test stands showed that for such low speeds, charging the cylinders can be improved by a shorter effective intake pipe length.

[0023] However, if the condition of step S2 has not been fulfilled, a test will be performed in a step S4 as to whether or not the speed N exceeds a first threshold value. Should this **not** be the case, the positions S of the switching flaps 20 to 22 are moved to a closed state CL in a step S5. In the closed state CL, the intake pipes **[[20 to 22]]** **5 to 8** do not communicate with the hollow body that in each case conforms to the neighboring intake pipe in this embodiment. Therefore, the openings in which the switching flaps 20 to 22 are arranged are closed. This results in an effective intake pipe length that conforms to the entire

length of the intake pipe from the first manifold 4 through to the intakes 11 to 14. The first threshold value is preferably selected in a range from 2800 to 4000 rpm for example at 3400 rpm. As a result, excellent charging of the cylinders can be guaranteed in the range between the third threshold value N0 and the first threshold value N1.